

MS. SALVATO: Hi, my name is Bobbi Bryant-Salvato and I live in the charming, historic town of Panguitch, Utah. I own a tourism-related business in that town. I enjoy the small town friendliness and the close proximity to Bryce Canyon National Park. I am here today to urge the Department of the Interior to fully reexamine the federal coal lease program, to take into account the devastating impact coal mining and combustion has on our climate, access to public lands, and local tourism economies. From personal experience, I can speak to several aspects of the lifestyle that attracted me to Southern Utah as being threatened by the Alton Coal Mine. Panguitch, like several other gateway communities to national parks in Southern Utah, is dependent on tourism. Upwards of 2 million people visited Bryce last year. That was an increase of almost 16 percent over 2014. Eight billion tourist dollars was spent in the State of Utah in 2015, which equates to over 1 billion in state and local tax revenues. We see an extension of our seasonal business now starting in April and ending towards the end of October or November. Tourism is vital to our local economy. Bryce Canyon is known for its beautiful night skies and it is a night skies sanctuary. BLM admits there will be a detrimental impact on these skies from increased lighting and air pollution at this 24-hour mine operation, which will be located ten miles from Bryce. The Alton Coal Mine, if permitted by the BLM, will be a strict coal mine of 3500 acres. Highway 89 will be the haul route, as you have heard. Highway 89, the Mormon Heritage Highway, is a small, two-lane highway that runs through the town of Panguitch. In the latest supplemental PEIS by BLM, I quote, "Adverse impacts will happen in the community and social well-being and tourism-related business, population, housing and public safety and health, adverse impacts from permitting the mine." The BLM has heard from over 200,000 people asking them not to approve the mine. Truck drivers through these small towns will be estimated up to 300 double-tandem trucks, truck trips operating 24 hours a day, six days a week. You can imagine the noise, the road hazards, and the emissions. These trucks are not covered and coal and coal dust particulates are released as these trucks travel along the Sevier River for 25 miles. Time does not permit me to go further into the other issues. My hope is that the Federal Government and the State of Utah will look at alternative forms of clean energy that will increase employment in rural Utah as a demand for coal decreases, give these clean industry businesses the same advantages on federal lands that we

have given the coal industry for decades. Thank you so much for hearing me.